

Honolulu Star-Bulletin

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EDITOR

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*Alas! by some degree of woe
We every bliss must gain;
The heart can never a transport know
That never feels a pain.*

—Lord Lyttelton.

THE GREATER POINT

The harbor commission lost a point before the merchants' association yesterday afternoon but it established a far more vital point. The point lost was the indorsement of the commission's plan for a tonnage tax on freight handled over the territorial wharves; the point established was that every member of the association present was brought to a realization of the necessity for permanent construction work on the waterfronts of island ports.

The commission's presentation of the facts concerning the rapid disintegration of the wooden structures, and its summary of the necessity of providing for the large commerce of the future, were unanswerable. The commission is doing a very excellent work and the merchants' association will probably back it up in any plan whereby the expenses of wharf construction and maintenance will be spread more generally over the territory instead of being met partly by a direct tax on freight tonnage.

The harbor commission, it should be said, is not springing any new plan on the community in proposing the tonnage tax. Four months ago, after consideration then extending over six months, the commission wrote to all the commercial bodies of the territory outlining the plan and recommending it. According to the commission's records, the Honolulu chamber of commerce and the merchants' association did not even acknowledge the letters, not to speak of taking up a matter of which the commission wrote "As the suggestion of your committee is a radical departure from the previous policy of the territory", etc.

The commission can find no other way adequately to handle the wharf situation and it cannot be blamed for feeling that the present voluntary, unofficial and privately-handled shippers' wharf tax should not be used as a bar to an official territorial tax. The shippers' tax is a splendid instance of private generosity and beneficence, but it should not stand as an argument against territorial financing.

THE DIRECT VOTE ADVANCE

William Jennings Bryan believes, with a good many other people, that the progress of the principle of direct voting will end the present convention system. A few days ago he said this to the Union League Club of Chicago:

"I believe we have seen the last great national convention this country will ever see; that before another presidential election rolls around we will have the presidential primary in so many states that our next candidates will be chosen not by delegates at conventions, but by the people at home, and the men selected will, when elected, be the servants of all the people and not obligated to a few men for the honor of being elected."

One evidence of this advancing principle is that of the ratification of the constitutional amendment providing for direct vote of the people for United States senators.

THE FAIR AND THE FLORAL PARADE

The idea of a mechanical, livestock, agricultural and horticultural fair to be held next year is an excellent one and Representative George P. Cooke and the house are to be congratulated on pushing the bill appropriating \$5,000 for the expenses of the fair. As the date for the fair is to be left to the discretion of the commission that will handle it, a suggestion as to the best time is in order. The Star-Bulletin suggests that the fair should be held during Floral Parade week.

There are two very good reasons for this. In the first place, Floral Parade week attracts people from all over the territory, excursions are run on the Inter-Island lines and special rates can be secured.

In the second place, the one serious complaint against Floral Parade week now is that it is not a week of carnival at all, but only about three days. Visitors from the mainland come here expecting a longer period of festivity and they certainly have a right to expect a larger number of features than they are now given. If the fair should be held for three days or more during

this week, in connection with well-managed racing, it would be a tremendous attraction. The mechanical and livestock exhibits would be a revelation to residents of the territory as the agricultural and horticultural exhibits would be a revelation to visitors.

With the five thousand dollars appropriated by the bill, the fair next year would be pretty well provided for. In fact, it would probably result in an annual event in conjunction with Floral Parade week.

A MOVE TOWARD DISARMAMENT

Little of encouragement has come from the first definite move among European nations to limit the present reckless and notoriously burdensome budgets for armament.

To the credit of Great Britain, that nation took the first step. Winston Spencer Churchill, first lord of the admiralty, made an offer of a naval holiday for a year by submitting to the house of commons naval estimates calling for no new expenditure for armament during 1914.

In this way, said Churchill, "the world would obtain almost instantaneous mitigation of the thralldom involved by the evil and insensate folly of the present acute rivalry in armaments." Scores of millions, he declared, were being squandered each year without making any real difference in the relative naval strength of the nations. His proposal, he argued, would involve no alteration in the relative strength of the world's navies, and added: "We address this proposal to all nations and to no nation with more profound sincerity than to our great neighbor over the North sea."

Churchill, in a speech delivered later in the house of commons, proposed that Germany and Great Britain agree to cancel their programs of construction for the year 1914. He suggested that the influence of such an agreement would be priceless and measureless in giving a wider international scope to an arrangement for the prevention of wasteful, purposeless and futile folly.

The first lord of the admiralty said he was convinced that this treatment of the subject was the only way to terminate one of the most stupid and unnatural chapters in the history of European civilization.

In spite of Great Britain's offer, Germany, according to recent dispatches, will not seriously consider an agreement on the matter. The Frankfurter Zeitung, an influential German newspaper, has espoused the cause of armament limitation only to be met with rebuffs in official circles, where it is declared that the proposition is untenable and the government is "utterly disinclined to consider proposals for disarmament." Germany's reluctance to agree to the Churchill proposals is not difficult to understand, though it is unfortunate. The German admiralty has entered upon an ambitious program for naval expansion and to bring that program to a halt now would upset all the carefully-laid plans to make the nation the peer of any sea-power.

There is, however, hope for the future in the fact that one of the great nations has made a move toward limitation of armament.

The Advertiser asks with spintesterly peevishness why this paper published the news of the proposed appeal to Washington. It was published because the development of the plan had reached a point where the community was entitled to know of the discussion going on in its midst. It was published because the discussion had reached a point where not to have published it would have been absurd. Moreover, the news would have been cabled to the mainland whether or not it was published here and if there had been any suspicion of such a startling project being suppressed by local newspapers, the result would have been ten times worse than open acknowledgment of the facts. Strange as it may seem to the Advertiser, this paper is not in the habit of suppressing news because we may not agree with the idea behind the news. Incidentally, one huge touch of comedy is lent the whole affair by the Advertiser's maidenly fright.

Representative Hardwick of Georgia says sugar is getting too much. Certainly there is every prospect of it getting plenty.

The Star-Bulletin will publish the news, whether we are in sympathy with it or not.

Why import laughing jackasses?

HARBOR BOARD PROBING

(Continued from page one)

Wednesday afternoon before a meeting of the board of harbor commissioners. "Our divers discovered," he said, "that about five of the cluster piles which act as bumpers to the wharf are covered with 16-ounce copper. These are the only piles so covered, all the rest having been examined and found to be covered with 18-ounce as specified. I do not for a minute believe that Foreman Agasy would knowingly substitute inferior copper in an attempt to deceive the authorities. As only five piles are found to be covered by the 16-ounce, the Lord-Young Company would only make a dollar or two by the deception. I am convinced that the whole thing is a scheme put up on Agasy by laborers under him who had a grudge to work off."

Harbor Commissioner James Wakefield stated this morning that he and Colonel McCarthy would begin their investigation today or tomorrow. "About twenty per cent of the cost of the wharf has been held back by the territory as directed by law," Wakefield said, "so that there is no danger of the territory losing through any inferior material that may have been used in the construction of the wharf."

Herley's Story

The matter came up before a meeting of the harbor commission Wednesday afternoon, and at that time Herley testified and was questioned and answered as follows, according to the stenographic report:

Mr. McCarthy: "Mr. Herley called at my office yesterday and made some statements relative to the Queen street bulkhead wharf, and he is here today to make them to the board."

Mr. Herley: "What I wanted to say was that I know there is 16 oz. on that wharf. The copper was found on the piles by the diver. I want to state that there is 16 oz. copper placed on the piles because I put it there at the instruction of Mr. James Agasy, foreman for the Lord-Young company. Now while I state this, I have never seen specifications or plans of the wharf although he had me drive the piles. Here are the only plans I ever got and here is what he wanted me to build the wharf on. This is all I ever got from him to show me what I was to work on."

Mr. Wakefield: "Do you know how much 16 oz. copper was put on?"

Mr. Herley: "No, I don't know how much was put on. There was some 16 oz. and some 18 oz. All I had to do was to feel it to know the difference."

Mr. Wakefield: "Could you state whether the 16 oz. copper was used in the same case as the 18 oz."

Mr. Herley: "It all came together, all marked 18 oz. It came in ten bundles. At the same time that morning there were ten sheets shy. Mr. Agasy had already signed the bill of lading to the Inter-Island driver for it. Mr. Agasy said he thought the reason it was ten sheets shy was because it didn't come by sheets but came by weight. At the wind-up there were ten sheets short, and I had forgotten all about the affair, until I was reminded that I stole ten sheets of copper, and that is the reason I am coming back on Mr. Agasy."

Mr. Wakefield: "How many piles, do you remember, was the 16 oz. copper placed on?"

Mr. Herley: "It was placed on the corner piles."

Mr. Park: "May I be allowed to speak on the matter? The only 16 oz. copper that was found was on the cluster piles; there were not more than 10 or 15 sheets in the whole business. I spoke to Lord-Young about it, and they said they knew nothing about it; but are perfectly willing to have it taken off and put on 18 oz."

Mr. Herley: "Mr. Agasy told me it was 16 oz. copper and told me to put it on."

Mr. McCarthy: "What was this you told me yesterday about finding an extra sheet of copper and he told you to throw it overboard?"

Mr. Herley: "Yes, sir. There was an extra sheet of copper left after the work was done and I asked him what to do with it; and he said—well I'll tell you just what he said—I don't give a damn what you do with it—get rid of it—throw it overboard."

Mr. Wakefield: "Where did he tell you to put the 16 oz. copper?"

Mr. Herley: "Told me to keep a little space at the top for the 18 oz. and put the 16 oz. below."

Mr. Park: "I don't think there are more than 8 piles that it applies to."

Mr. Herley: "Five."

Mr. Wakefield: "Were the cluster piles the only piles that you coppered, Mr. Herley?"

Mr. Herley: "That is all sir; I don't know anything about the other piles at all. But on those piles I put on the 16 oz. copper at Mr. Agasy's orders. It was put on knowingly and willfully by Agasy."

Mr. Wakefield: "Where did the copper come from?"

Mr. Herley: "The copper was bought

of the Inter-Island company."

Mr. Wakefield: "We could easily verify it by inquiring at the Inter-Island company; and see if they have charged for 18 oz. copper or not."

Mr. McCarthy: "If they charged for 18 oz. and gave 16 oz., the Inter-Island company and not Lord-Young are the grafters."

Marked "18-oz."

Mr. Herley: "Every sheet that came out of the Inter-Island office was marked with white chalk '18 oz.'"

Mr. Wakefield: "I would like to ask Mr. Herley if in the examination he made of the sheets he went by the chalk marks or by the stamp."

Mr. Herley: "Sometimes the stamps were blurred, so we could not see the figures. The 6 or 8 would be blurred, but we could see the '18' very plainly."

Mr. Herley: "I want to say that I gave strict orders not to have any of the piles thrown overboard until I came to see them. I had to go down to the country Saturday, and when I came up Monday morning they were throwing them overboard. I spoke to Mr. Young about it and he said he had forgotten all about it, so I could not examine those five piles that were thrown overboard during my absence."

Spoke to Agasy.

"About a month ago I heard that there was 16 oz. copper on there. I wondered about it and spoke to Agasy about it. He said he knew nothing about it. I gave Mr. Hunt instructions to begin at the street and work in to examine all the piles; but he went contrary to those orders and went right straight to the cluster piles and found the 16 oz. copper. I can't understand that. Neither can I understand why Agasy should want to try to hold up and spoil the work by putting in 16 oz. copper on about five piles. I can't understand why he did it. There would not be \$20 saved by doing it."

Mr. McStocker: "Are there any other questions you want to ask Mr. Herley?"

Mr. Wakefield: "Did you drive the piles along the slip, Mr. Herley?"

Mr. Herley: "From the new portion of the Queen street wall to the corner."

Mr. Wakefield: "Did you copper those?"

Mr. Herley: "No sir."

Mr. Wakefield: "Do you know anything about the copper used on those piles?"

Mr. Herley: "No sir."

Mr. Wakefield: "The only five piles that you actually coppered were the cluster piles?"

Mr. Herley: "I don't know whether there were 5 or 8, but I only coppered that one cluster."

Mr. Wakefield: "It seems to me very important, Mr. Chairman, to have the matter thoroughly investigated to know exactly what copper was used all through the work; and I would move that a committee be appointed by the chair to make an investigation and report to the board as soon as possible."

Mr. McCarthy: "I second the motion." The motion was put to a vote and unanimously carried.

Mr. McStocker, accordingly appointed Commissioners Wakefield and McCarthy as such committee.

Mr. McStocker: "Thank you, Mr. Herley; the committee will probably call for you later."

Mr. Herley: "Any time you want me you can telephone me at 3183."

Mr. McStocker: "Did you want to say something more to the board, Mr. Herley?"

Agasy Defended.

Mr. Herley: "The only thing I wanted to say was that I don't believe that Mr. Agasy is guilty of trying to beat the commission. These men, Herley and Hunt, were coppering those piles. I called Mr. Hunt's attention to the way the nailing was being done and asked him why he did such work as that. Of course as far as Mr. Agasy and I are concerned they have had it in for both of us on account of the fault we found with their work. So it looks to me like a job was put up on those five piles for Mr. Agasy and myself. That is to be honest. I don't care to defend Mr. Agasy either; but from what dealing I have had with him I don't think he would tie up a job for \$25 or \$30. As far as Mr. Herley's mechanical work is concerned I am perfectly satisfied with that; he did as good coppering as any one else could do."

Mr. Wakefield: "The half-white you have had inspecting the work, have you found him very attentive to his work, and do you think he was giving good attention to that work while you were absent?"

Mr. Herley: "Oh, yes. He was familiar with the copper work long before he got on that wharf. He says there was nothing but 18 oz. went on that wharf and I don't think you will find any except on that one cluster."

Mistake, Says Contractor.

James L. Young, of the Lord-Young Engineering company, said this morning that evidently some sixteen-ounce copper had been bought with eighteen-ounce copper by mistake from the Inter-Island Company.

"There were only a few piles on which the sixteen-ounce copper was found—cluster piles on the corner of the wharf. We have had consider-

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able correspondence with the Inter-Island company in regard to this matter and have not entirely cleared it up yet. The only way I can see how the mistake was made was that we got some sixteen-ounce copper which was intended for the government, which uses this weight and is also buying from the Inter-Island. It seems evident that the copper was put on through a mistake."

A VIEW OF THE UTILITY COMMISSION

Editor Honolulu Star-Bulletin.

Sir:—The legislature will be making a big mistake if it passes an utilities bill that is going to be as expensive to the taxpayers as the Rice or Metzger bills. These utilities need regulating, but, as Senator Brown says, they are not so "rotten" as that. Why, the salaries alone call for a larger sum than our supervisors get for running the entire island government. It will equal half the salaries almost now received by our house of representatives. This bill needs more consideration to make it suit our conditions and to meet our needs. And this can be had only by time and experience. Even as it stands the short bill by Baldwin, carrying no powers to the

commissioners would be better, but the short bill can be amended to answer for a trial bill, and two years' trial will show what amendments are needed to regulate these corporations. I would suggest one high-salaried commissioner to give his whole time to office work and two government officials with or without increase of pay as advisory. Such a law has worked satisfactorily in several states for awhile at least. When the legislature meets again, it will have information sufficient, gained through experience, to enlarge on the powers of the commissioners. Better go slow on increasing the expenses of the counties; we might have to curtail later. A federal income tax bill is soon to be added to our taxes here. We are up to the limit now. But the best reason for passing the short bill is that it does for a trial.

THE MARSHAL'S BOND

Editor Honolulu Star-Bulletin.

Sir:—Kindly publish if the U. S. marshal is under bonds, and if so, to what amount.

A SUBSCRIBER.

[All territorial and federal officers who handle considerable sums of money are under bond. The amount Baldwin, carrying no powers to the of the U. S. marshal's bond is \$20,000.]

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